

CLASSIFICATION **CONFIDENTIAL**
NOFORNCOUNTRY Poland

REPORT

TOPIC Krakow-Rakowice Airfield

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EVALUATION PLACE OBTAINED

25X1

DATE OF CONTE

25X1

DATE OBTAINED

PREPARED 4 January 1955

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REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. Between 17 June and 2 August 1953, the southern edge of Krakow-Rakowice (5005 N/1958 E) airfield along the Krakow-Bieneczyce road was not fenced in. About 5 or 6 aircraft with their noses pointing to the road were parked 400 to 500 meters from the road. The aircraft had considerably swept-back wings, a round hole in the nose, no propeller and no device, such as auxiliary fuel tanks, fitted at the wings. the aircraft "Samoloty Odrzutowe" ("repulsion aircraft") (jet propulsion aircraft) was the fastest type in Poland. a Polish pilot had fled to the West in such an aircraft and the father of the pilot had been arrested.¹ The aircraft were not arranged in a row but were parked without any pattern on the terrain. at about 1700, no air activity was observed, but some persons, presumably air force soldiers, were seen near the parked planes.
2. No buildings were seen at the field, except for 3 large hangars with vaulted roofs in the southern section. No runway was noticed. the field was occupied by ~~the Polish Air Force~~ . No nationality markings were seen. 2
3. Individual aircraft flying at a high speed and producing a whizzing noise were repeatedly seen aloft. Formations of these aircraft were never observed. It could not be determined if the planes belonged to Krakow-Rakowice airfield.

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1. Comment. According to previous information, two Polish fighter regiments are stationed at Krakow-Rakowice airfield. Prior to 1952, mostly Yak-23s were seen at the field and in the airspace there. It is possible that the fighter regiments have meanwhile been re-equipped with MiG-15s.
2. Comment. The airfield is provided with a runway 2,000 meters long. The hangars at the southern edge of the field were reported previously.

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